NT>

17.34 hrs.

Title: Discussion on the Merchant Shipping (Amendment) Bill, 2002. (Bill passed)

MR. CHAIRMAN: The House will now take up Item no. 14, the Merchant Shipping (Amendment) Bill.

THE MINISTER OF SHIPPING (SHRI VED PRAKASH GOYAL): Sir, I beg to move :

> "That the Bill further to amend the Merchant Shipping Act, 1958, and the Major Port Trusts Act, 1963, as passed by Rajya Sabha, be taken into consideration."

Sir, with your permission, I would like to make a small submission.

India is an active and prominent member of the International Maritime Organisation, the specialised UN body responsible for establishing and enforcing world standards in maritime shipping. India has had the privilege of being elected as a member of the IMO's Executive Council ever since it started functioning.

17.36 hrs (Shri P.H. Pandian *in the Chair*.)

The purpose of the Bill is to ensure that India is strictly adhering to international norms and regulations. India also has international obligations to continuously upgrade the quality of its shipping. Laws pertaining to shipping and maritime affairs have global relevance. Our ships have to trade internationally and could be subjected to inspections at foreign ports to check their compliance with IMO conventions and protocols. Similarly, the foreign flag ships will also be subjected to inspections when they visit Indian ports. To be in line with international standards, India is required to incorporate the provisions of these conventions and protocols in our merchant shipping legislation. We have to be dynamic and responsive to both, need and time. Once the proposed amendments are approved by Parliament, India will be able to keep up its international obligations.

The present Bill contains amendments to 22 sections of the Merchant Shipping Act, 1958 and one section of the Major Port Trusts Act, 1963, besides addition of 11 new sections to the Merchant Shipping Act, 1958 on three major counts. I will not elaborate them but just mention them. First is the amendments which are necessary to implement the provisions of the five conventions or protocols to which India has become a party in the recent past. Second is a consequential amendment to section 116 of the Major Port Trusts Act, 1963 to bring it at par with provisions of the Merchant Shipping Act. Third one relates to amendments needed to meet the operational requirements.

The purpose of the proposed amendments, if I say in one line each, is that we should not face difficulty on foreign ports. The amendments proposed in this regard take care of this aspect. Second, damages involved are to be paid. In such cases, a ship-owner will be required to pay for the damages as per the present rules. The amendments incorporate the provisions of the IMO Convention on the Limitation for Liability for Maritime Claims − briefly called LLMC − 1976 which India has acceded to. This Convention lays down the limits up to which a ship-owner is expected to pay the claims. The proposed amendments are an improvement over the existing provisions in respect of the limitation amounts, replacement of the unit of account from French Franc to special drawing rights to provide insulation against currency fluctuation etc.

In view of heavy oil traffic along our coast, there is a high risk of oil pollution in our waters, which could result in damage to coastal and marine environment. There will also be a requirement of large scale cleaning up operations, which would require very large amount of funds. The existing provisions of the Merchant Shipping Act must be updated in terms of total liability compensation regime as per the Civil Liability and Fund Conventions of 1992 of the IMO to which India has become a party. The proposed amendments offer better limits as well as improved scope of claims.

As a consequence of accession to the Convention on Limitation of Liability for Maritime Claims, 1976 and proposed amendments to the Merchant Shipping Act, 1958, section 116 of the Major Port Trusts Act, 1963 needs to be amended. This is indeed to bring it in line with the limitation of liability for damage to harbour works, basins, waterways and aids to navigation which are prone to damage. As of now, the M.P.T. Act provides for unlimited liability on the ship-owner which is contrary to the provisions of the Convention being incorporated in the Merchant Shipping Act, 1958.

Earlier, the employment of seamen was regulated through Seamen Employment offices. In keeping with the commitment of the Government to increase employment opportunities for skilled youth, foreign shipping companies have been allowed to directly recruit seamen without going through the seamen's employment offices. It was reported that there were constraints and there were kickbacks.

This is also in line with our policy of deregulation and decentralisation with a view to increasing employment opportunities for the skilled people. They are minor skills, but very high wages are paid once they are employed. Shipping companies increasingly seek the services of the recruitment and placement service providers (manning agents) for employment of seafarers on their vessels. Our officers and seamen are very highly respected on all the international lines. There is really a desire to take more of them and we are increasing facilities for training so that this avenue of employment is opened in a big way. As I said, this has expanded the employment opportunities for our seafarers, but as of now there is no provision to fix the accountability of these agents for the fulfilment of obligations. Though these responsibilities are fixed, they do not fulfil their obligations and that creates problems for the poor employees who have no recourse. The service conditions are specified, but they are not fulfilled and full wages are not given. In order to protect our seafarers from being exploited or being stranded at foreign ports without being paid wages and without any provision for repatriation back home, it is necessary that a system of licensing of recruitment and placement service providers should be brought in. This would ensure that the recruitment and placement service providers would have to fulfil their obligations to the people whom they recruit. It is to facilitate the system of licensing of such service providers that some amendments in the Act have been proposed. The seamen's employment offices are being given this role of regulating the recruitment and placement service providers in place of their earlier role of regulating employment themselves. In addition, amendments are also proposed to avoid discrimination in employment of seamen and avoidance of malpractices in employment of seamen.

From the point of view of safety as stipulated in the Safety of Life at Sea (SOLAS) Convention, 1974, every Indian ship is required to carry an appropriate 'minimum safe manning document' on board. Accordingly, minimum safe manning scales are required to be framed as per the guidelines of the concerned IMO resolution. At present, manning scales are included in the Act itself and, therefore, lack the flexibility that is needed to address the different requirements of different vessels. For instance, larger crew is required on larger vessels and since the coastal vessels are small, small crew is required. Clearly, small ships and offshore vessels which operate in coastal waters will have different manning scales from large foreign going vessels.

In order that the minimum safe manning scale can be prescribed to lay down different standards also for small ships and offshore supply vessels engaged in coastal trade and with the need to providing different manning scales based on the size of the ships, duration of voyage etc., amendments are proposed to make rules in this regard. This will boost the development of coastal shipping, encouraging of which has been recommended by various Committees.

With the proposed amendments, India will not only be able to meet its international commitments arising out of accession to various IMO Conventions and Protocols, but also will be at par with the systems and requirements of other advanced maritime nations.

Sir, with these opening remarks, I now move that Merchant Shipping (Amendment) Bill, 2002 be taken into consideration.

MR.CHAIRMAN : Motion moved:

> "That the Bill further to amend the Merchant Shipping Act, 1958, and the Major Port Trust Act, 1963, as passed by Rajya Sabha, be taken into consideration."

SHRI RAMESH CHENNITHALA (MAVELIKARA): Sir, I rise to support the Bill. This amendment Bill contains amendments of all 22 Sections of the Merchant Shipping Act of 1958 and one Section of the Major Port Trust Act of 1963. Only recently India has signed five international Conventions and Protocols. That has necessitated the amendments in the Merchant Shipping Act of 1958. Also, consequential to this amendment, amendment to Section 116 of the Major Port Trusts Act has become necessary.

Sir, our country has a National Shipping Policy. But our country is ranked 14th amongst all countries in the Globe in matters of shipping. Even though this is a comprehensive Bill, yet mere implementation of all the provisions of this Bill will not resolve the problems that confront this sector...(*Interruptions*) There are innumerable problems that afflict this sector. To put it rightly, this sector has been neglected for a long period of time. Neither enough financial support was given to this sector through the Budget, nor was this sector taken seriously by any other institution.

Sir, as regards employment opportunities I would like to submit that we can create more employment opportunities in this sector. But unfortunately if you look at the statistics, the employment opportunities in this sector is diminishing. In regard to safety I would like to submit that a very lukewarm attitude has been shown by the Ministry regarding safety. Seventy per cent of our goods are now being handled by foreign ships. Only 30 per cent of our goods are handled by Indian vessels and Indian ships. This itself shows as to how serious we are about this sector.

Sir, according to the Tenth Plan Working Group estimate, within the next five years, India has to take care of 150 ships, carrying goods worth 63.5 million dollars. How are we going to achieve this target? This is a major concern that this sector is faced with today. Our country is earning a lot of revenue from this sector and if we would concentrate more on this area, then the earnings would be even more. But unfortunately, no attention has been paid to this sector.

We have a vast coastline and we have to take it seriously. Maritime shipping has to be given greater importance. As of now, big vessels cannot berth at certain Indian ports. A small country like Singapore is capable of receiving ships of all kinds. Colombo can receive all kinds of ships. However, a vast country like India with its vast coastline cannot receive bigger ships.

Shri A.C. Jos and I were talking about Vallarpadum Container Terminal project. This project is ideally suited to achieve total development of Kerala, and maritime shipping. Unfortunately, in spite of all efforts from Kerala Government, the Central Government has not made serious efforts to implement this project. We were told that this is going to be shifted to Tuticorin. Hon. Chairman may feel happy if it is shifted to Tuticorin.

A study has been made on this. The study revealed that Vallarpadum is the ideal place for setting up a Container Terminal. I do not understand why the Government is sleeping on this, and why it is not making serious efforts to implement this project. If this Vallarpadum Container Terminal project is completed, maritime shipping will get a boost. Larger ships can be received at Cochin, which would generate more employment. It will definitely give an impetus to maritime shipping. However, no effort has been made in this regard by the Central Government. Recently, the hon. Minister visited the area. Even after that, nothing has moved.

We have 12 ports in the country. About 194 million tonnes of goods are handled in these 12 ports. I would request the hon. Minister to look into the functioning of our Port Trusts. Mismanagement, corruption, and favouritism in the Port Trusts have led to the ports coming to a standstill. It is said that this Port Trust is running in a loss. It is running in a loss because of mismanagement, favouritism, and corruption. I would request the hon. Minister to evaluate the functioning of the Port Trust. Those who are responsible for the maladministration should be taken to task.

Regarding shipyards, Shri A.C. Jos is the leader of one of the unions in the Cochin Shipyard. I was told that the Cochin Shipyard was going to be privatised. When Shrimati Indira Gandhi was the Prime Minister of India, she inaugurated this shipyard. The good ships were produced in the Cochin Shipyard. There is no doubt the situation in Cochin Shipyard is very bad now because no attention has been paid to this shipyard. Technology has also to be upgraded in this shipyard. No effort has been made in this regard. We have come to know that this is going to be privatised. Who is going to take this and for what? No orders were given to this shipyard for construction of new vessels. Over a period of time, this shipyard has incurred huge losses.

Our Port Trusts are not maintaining international standards of quality. Their management is very poor. The Union Government has paid no attention to Port Trusts and shipyards in the country.

Deep-Sea Ports have become essential now. We have to give more attention to Deep-Sea Ports. I would like to know from the hon. Minister the steps being taken by his Ministry in this regard.

Nobody is objecting to this Bill. The Bill is a welcome step. At the same time, this sector has to be given more prominence since this sector played a very significant role in the development of the country.

With these words, I conclude.

SHRI VARKALA RADHAKRISHNAN (CHIRAYINKIL): Mr. Chairman, Sir, I associate myself with the sentiments shown by Shri Ramesh Chennithala.

MR. CHAIRMAN : It is not the sentiments, it is the view.

SHRI VARKALA RADHAKRISHNAN: I am also an aggrieved party in the sense that the Cochin Shipyard is facing a crisis. It was started with high expectations. But unfortunately, due to mismanagement on the part of the authorities concerned, it had gone to losses. But even now, we presume that it can be revived without much difficulty.

So, I would request the hon. Minister to take the initiative of reviving the Cochin Shipyard otherwise thousands of shipyard workers would be thrown out of employment. This is one of the serious issues facing the State.

Now, regarding development of ports in India, especially, the Cochin Port, my hon. friend has already mentioned that the Cochin Port is also on the verge of decay. Until and unless some drastic measures are taken against the

corrupt Port Trust officials, we would not be able to salvage it. So, my request to the hon. Minister is that he should thoroughly look into the matter and see that the Port Trust is functioning properly.

Now, I would raise the issue of Vallarpadam Container Terminal. I have raised this issue on the floor of the House several times. There was an assurance from the Minister that he would look into the matter and see that the things are done at the appropriate time. Moreover, there was a promise from the Treasury Bench that prompt action would be taken. I understand that even tenders were called and they were accepted. But no work has started yet. There was a hidden attempt in the case of the Express Highway which did not touch Kanyakumari. There was a declaration that the Express Highway will touch Kanyakumari but it did not come to Kanyakumari. It went far away. At that time there was a Tamil Minister in charge of this. With his efforts it just went away. So also, it seems, there is a hidden agenda or hidden attempt to see that the Container Terminal is transferred to Tuticorin....(*Interruptions*)â€¦Please do not find fault with me....(*Interruptions*)â€¦Nobody can say that the Cochin Port is unsuited or Vallarpadum Port is unsuited. By having an expert advice, nobody can say that it is unsuited.

The Government had looked into the matter several times from so many angles. Then, finally, it was decided that we will have the Container Terminal at Vallarpadum. But what is the result? No work has started yet. This is really a neglect.

Here, I hope that the present hon. Minister will take the initiative and see that the promise is fulfilled.

Now, I shall come to the statute. This is a good statute. I support it. But there are certain provisions which will have to be paid special attention. One such provision is regarding creation of International Oil Pollution Compensation Fund. It is there in PART XC (c) of the Bill on page 14. It is a good step. But it should not be at our expense. Until and unless we are doubly cautious and some prompt action is taken, the International Oil Pollution Compensation Fund will result into losses. I am saying so based on our past experience. So, when this Fund is formed, we should take abundant caution to see that we are not, in any way, the losers.

Then, Sir, there is a provision made about contribution payable by persons to the Fund. It is also a good provision.

18.00 hrs.

So, I welcome that.

Regarding the concern of the workers, they must have security of service. They are eligible for employment, but the foreign ship owners are giving step-motherly treatment towards the seafarers. ...(*Interruptions*)

MR. CHAIRMAN : Shri Radhakrishnan, please wait for a minute.

Shall we extend the time of the House by half-an-hour? There are four more hon. Members to participate in the discussion. Each hon. Member wants only five minutes to speak. So, in another 20 minutes, we will be able to finish this.

...(*Interruptions*)

SHRI RAMESH CHENNITHALA : We can take it up tomorrow. ...(*Interruptions*)

SHRI A.C. JOS (TRICHUR): We can continue this tomorrow. ...(*Interruptions*)

MR. CHAIRMAN: There are only four more hon. Members to speak.

...(*Interruptions*)

SHRI ANADI SAHU (BERHAMPUR, ORISSA): We can sit for another half-an-hour and finish it. ...(*Interruptions*)

SHRI S.S. PALANIMANICKAM (THANJAVUR): It was decided to complete it today. So, we can extend the time of the House by half-an-hour and complete it. ...(*Interruptions*)

MR. CHAIRMAN: Okay. We can extend the time, I suppose. Shri Shivraj Patil, what do you say? ...(*Interruptions*)

SHRI SHIVRAJ V. PATIL (LATUR): Generally, we have not been objecting to finishing the business. But it is a major legislation. If they want to discuss certain things, I feel that let them discuss it tomorrow. ...(*Interruptions*)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): I have no objection. My only request is this. They are cooperating and so, I am not going to force anything. This Bill has already been passed by the Rajya Sabha. ...(*Interruptions*)

SHRI A.C. JOS : This Bill is not listed in the original List of Business. ...(*Interruptions*)

SHRI PRAMOD MAHAJAN: I am agreeing to you first and then only I am making this point. Now, what is your objection? ...(*Interruptions*) Secondly, BAC has allotted only one hour to discuss this Bill. We have already discussed for half-an-hour. We have pre-poned the discussion on farmers' issue tomorrow from 4 o'clock to 2 o'clock because many hon. Members wanted to say many things. So, now I will leave it to them. If we get up now, this Bill will be half-discussed and it will remain pending. So, now I will leave it to their judgement; they can do as they feel.

MR. CHAIRMAN: I think, we can extend and finish it today.

SHRI SHIVRAJ V. PATIL : Okay.

MR. CHAIRMAN: Okay, we can continue this discussion.

Shri Radhakrishnan, you may conclude soon.

SHRI VARKALA RADHAKRISHNAN : Yes, I will conclude.

In the case of seafarers, I would like to bring to your attention one thing. There used to be PF contributions.

MR. CHAIRMAN: If one goes strictly by the timing allotted to each party, we can finish this in another five minutes because many parties are allotted only one minute.

SHRI VARKALA RADHAKRISHNAN : Now, there is an amendment made by which the PF Commissioner is collecting the amount. It is deposited there. I have brought this matter to his notice earlier. If there is a fraud committed amounting to Rs.100, the poor workers are to suffer now. Fraud is a criminal offence and there will be prosecution; but there is no substitution for the amount paid by the seafarers. It is a contribution of the employer as well as of the workmen. It has created a bad name in the international shipping industry also. The foreign ships would not contribute now because of the fraud committed by the Government officer in the Office of the PF Commissioner. Previously it was not like that. The law was amended and the PF Commissioner was made liable. I suppose after he assumed charge, an amount of Rs.100 was misappropriated and that case is being investigated by the police. The question is how to compensate the poor workers who have contributed. They would not get the money even if that man is found guilty and punished. But the sufferer will be the workers.

So, the Government will have to find a method by which these poor workers are compensated. I request the hon. Minister to find out a method − either the RBI can give guarantee by which the amount can be given; after collecting ten years' interest, the net result will be that there will be no profit or loss. Anyhow, you will have to find out a method or a system or a measure by which these poor workers are not losing their PF money. After all, it is deducted from their wages.

MR. CHAIRMAN: You have taken eight minutes. Please conclude now.

SHRI VARKALA RADHAKRISHNAN : I request the hon. Minister to take a serious view of the matter and do justice

to the poor seafarers who have contributed to PF.

With these words, I support the Bill.

डॉ. रघुवंश प्रसाद सिंह (वैशाली) : सभापति महोदय, वाणिज्य पोत (संशोधन) विधेयक, 2002 माननीय मंत्री जी लाये हैं। वाणिज्य पोत का हिन्दुस्तान में बड़ा महत्व है। इसे इग्नोर करने से देश का बहुत नुकसान हो रहा है। हमारे देश में तीन तरफ समुद्र है और पुराने जमाने से वाणिज्य पोतों से काम होता रहा है। हमारे देश का सामान दूसरे देश में और दूसरे देश का सामान अपने देश में आता-जाता रहा है, लेकिन सरकार इस विभाग की बड़ी उपेक्षा कर रही है। हर महीने, दो महीने में इसके मंत्री बदल जाते हैं। हालांकि यह मंत्री बड़े भले, हमारे नजदीकी और अच्छे आदमी हैं, लेकिन इस विभाग में बराबर मंत्री बदलते रहते हैं। इनके पहले श्री हुकमदेव नारायण यादव और श्री राजनाथ सिंह इस विभाग में मंत्री थे। पता नहीं क्या यह शंटिग विभाग है या क्या है। हालांकि इस विभाग में जो ज्वाइंट सैक्रेटरी थे, वह फाइनैन्स मिनिस्टर हो गये। ज्वाइंट सैक्रेटरी रहते हुए उन्होंने शिपिंग में घोटाला कर दिया और उन्हें फाइनैन्स मिनिस्टर बना दिया गया। इस राज में जहां भी चर्चा की जाए, जिसने भी गड़बड़ की, उसे भारी पोस्ट मिल जाती है। हम देख रहे हैं कि यह इस राज का दस्तूर है। शिपिंग कारपोरेशन जो पानी के जहाज का विभाग है, हालांकि हम लोग बिहार प्रांत से हैं, पानी के जहाज और समुद्र से बहुत दूर पड़ते हैं, लेकिन यह खूबी की बात है कि पानी के जहाज के काम में जो नाविक, जहाज चलाने वाले, पनडुब्बी में जाने वाले, मेहनत करने वाले के रूप में बिहार के लोग ही टिकते हैं। दूसरे राज्यों के आदमी इतना कठिन काम करने में हिचकिचाते हैं। उनसे ये काम नहीं हो पाते हैं। इस बार नेवी में बिहार के 22 परसेन्ट लड़कों ने कम्पीट किया है। लेकिन यह विभाग उपेक्षित रहा है। माननीय मंत्री जी ने विधेयक प्रस्तुत करते हुए दावा किया कि इंटरनेशनल ऑर्गेनाइजेशन, इंटरनेशनल मैरीटाइम ऑर्गेनाइजेशन और सोलास का दायित्व है कि जो अंतर्राट्रीय समझौते हुए हैं - the International Convention on Limitation of Liability for Maritime Claims (LLMC), 1976, the Safety of Life at Sea (SOLAS) Convention, 1974, the Convention on Load Lines, 1966, the Civil Liability Convention (CLC), 1992, the Fund Convention, 1992. इन सभी में जो अंतर्राट्रीय स्तर पर समझौते हुए हैं, उन्हीं का प्रावधान करने के लिए माननीय मंत्री जी विधेयक लाये हैं। विधेयक पास हो जाना चाहिए।

इन्होंने यह भी दावा किया है कि जो प्राइवेट शिपिंग है, उसकी बहाली में बहुत हेरा-फेरी, शोाण, घूसखोरी और ग़ड़बड़ी होती है। इस सबको रोकने के लिए केन्द्र सरकार को अधिकार मिलें, इसलिए यह विधेयक लाये हैं। लेकिन असलियत क्या है, यदि देखा जाए तो वह हिन्दुस्तान बिजनेस लाइन, 5 फरवरी, 2002 में लिखी है - 'Shipping In Troubled Waters'. यह इसका हैडिंग है।

> "The Baltic Freight Index, which was as high as 1,700 in 2000, has now dropped to around 860. The tanker rate too plummeted, though the slide has not been so sharp. The charter rates for container ships also dropped. The average charter rates for 2,500 TEU capacity geared ship dropped 12.4 per cent in 2001 over 2000 and, according to the UK-based Drewry Shipping Consultant, the fall this year might be even more, around 19 per cent. "

पिछले साल यह 12.4 तक घट गया, फिर इस साल 19 तक घट गया। अब इस तरह से शिपिंग इंडस्ट्री नीचे जा रही है तो क्या होगा? वरकला राधाकृणन जी ने कोचीन शिपयार्ड के विाय में कहा। विशाखापट्टनम को स्वयं हम लोगों ने देखा है। मुम्बई में जाकर देखा है। जो पानी के जहाज अपने देश से अनाज और अनेक सामान लौह-अयस्क आदि ले जाते हैं, गोवा में भी हमने वह काम देखा है। आपकी शिपिंग इंडस्ट्री नीचे जा रही है जो हिन्दुस्तान की परंपरागत इंडस्ट्री है जिसके माध्यम से पुराने ज़माने में व्यापार और कारबार चलता था।

फिर आगे क्या कहता है :-

> "The gross earnings of the shipping industry in 1999-2000 amounted to Rs.5,700 crore, of which the net foreign exchange inflow was Rs.3,500 crore. The country's total foreign trade in 1999-2000 was Rs.366,000 crore, of which freight represented Rs.29,000 crore. "

ये सभी आंकड़े जो दिये गये हैं, बताते हैं कि यह इंडस्ट्री बहुत नीचे जा रही है, इसकी बहुत खराब हालत है। इसलिए अंत में क्या कहता है?

> "The Working Group on Shipping for the Tenth Plan has suggested the acquisitions of 156 vessels of various types and capacities (both new and second-hand) in the next five years at an estimated investment of Rs.15,000 crore. By 2007, the Shipping Bill is estimated to be about 10 billion dollar. The bulk of this amount will go to foreign shipping, unless the Indian tonnage is substantial. "

प्रैजेन्ट डायरैक्टर जनरल ने क्या कहा, ज़रा सुन लिया जाए।

> "The present Director-General of Shipping once expressed the view that he was looking forward to the day when he would see at least five MPs take up the case for the country's shipping industry on the floor of the Lok Sabha."

इनके जो डायरैक्टर जनरल हैं, उन्होंने आशा व्यक्त की कि पांच एम.पी. कम से कम सदन में शिपिंग इंडस्ट्री के लिए बोलने वाले इस मामले को टेकअप करें तो शिपिंग इंडस्ट्री का उद्धार और तरक्की हो सकती है। इसलिए माननीय मंत्री जी से हम कहना चाहते हैं कि हम सब मुस्तैद हैं आपकी पीठ पर कि शिपिंग इंडस्ट्री आज नीचे जा रही है, यह कानून तो पास कर लीजिए लेकिन जो शिपिंग इंडस्ट्री भारत की परंपरागत इंडस्ट्री है, इसकी तरक्की के लिए आप क्या उपाय करेगें, हमें यह आश्वासन मिलना चाहिए।

MR. CHAIRMAN : Please conclude now. Do you know how much time is allotted to your Party?

...(*Interruptions*)

DR. RAGHUVANSH PRASAD SINGH : Sir, many hon. Members belonging to opposition Parties are not present. Now, who will consume their time?â€¦ (*Interruptions*)

श्री वीरेन्द्र कुमार (सागर) : सभापति जी, रघुवंश जी आसन पर बैठते हैं तो कहते हैं शांति-शांति और यहां से सुनते ही नहीं हैं। â€¦ (व्यवधान)

डॉ. रघुवंश प्रसाद सिंह : हल्दिया से पटना और इलाहाबाद तक पानी के जहाज चलाने के काम में हम तरक्की चाहते हैं, प्रगति चाहते हैं। माननीय मंत्री जी स्पैसेफिक जवाब हल्दिया से पटना और इलाहाबाद पानी के जहाज चलाने के बारे में दें। नेपाल को कोसी नदी से जोड़ने का प्रस्ताव भारत सरकार के पास लंबित है। उससे शिपिंग इंडस्ट्री को बढ़ाने के लिए आपके पास बहुत माल ढोने का काम होना चाहिए। इसलिए माननीय मंत्री जी का ध्यान मैं इस तरफ आकर्ति करता हूँ और आशा करता हूँ कि मंत्री जी इस तरफ ध्यान देकर काम करने की चेटा करेंगे।

SHRI E.M. SUDARSANA NATCHIAPPAN (SIVAGANGA): Mr. Chairman, Sir, we have to really appreciate the initiation of this Bill. It was actually an obligation for the past 20 years due to the international convention. When the Ministry of Shipping was separated, people who were depending upon the ocean, were having hope that there will be more focus on the transport through sea route.

Also, more opportunities will be created for the young people who are ready to go on the marine field and to have more opportunities in foreign lands. We know that we are surrounded on three sides with great wealth which is there in the ocean. We also know that the international transportation through the sea route is very much profitable and appreciable in all respects. We can earn a lot of foreign exchange through this route. Besides, we can have a lot of opportunities in shipbuilding and also for taking the cargo throughout the world.

We know that the *Sethusamudram* project was a fancy project dreamt by Mahakavi Bharathi during 1920s. He dreamt that there will be a project which will link the entire world through the Tamil Nadu seashore. Tamil Nadu and Kerala seashores were very famous during the various regimes of many kings. Seafarers were very much there and merchants were going throughout the world, especially in the South Asian countries.

After modernity crept into the port facilities and also in the area of shipbuilding, India started lagging behind. As Shri Ramesh Chennithala observed, we are somewhere ranking forty whereas we should have been in the first place because we have got the first-rate technology in shipbuilding. Pandit Jawaharlal Nehru did make shipbuilding a priority area in the early period of our Independence. Subsequently, Shrimati Indira Gandhi made it a very fast growing industry. But, we have left it afterwards because we were expecting more funds from the private sector. Even if we want the private sector to invest more, we should have the shipbuilding activity in right earnest in Visakhapatnam, Tuticorin and Kochi also. We have got very intelligent and skilful people in this area. They can be brought into shipbuilding activity very easily.

I would like to make a suggestion. A number of people are going to the foreign shipping industry without proper training. They are engaged for very small amounts when they enter the service. But, brokers are earning a lot of money in foreign exchange. By enacting this new law, I feel that the Government would be able to see that youngsters will not be cheated, proper employment opportunities will come their way, they can go to foreign shipping industries through proper means and they would not be afraid of bringing back their money to India and invest in India through proper channel. Therefore, I appreciate this particular provision of the Bill which says that the seamen and seafarers are properly recruited and the agency is legalised so that it can be properly regulated.

I would like to focus upon other aspects of the Bill. First and foremost, Indian ports are not maintained properly. There is a lot of corruption in our Port Trusts. We are spending crores of rupees for salvaging system and also for removing sands to make proper pathway for bringing the ships inside. But we are not assessing as to how much we have spent properly and whether the money is utilised properly. We have not measured it so far. It is just thrown into the ocean. There should be a proper monitoring to find out how much money is spent in our Port Trusts.

Modernity of Port Trusts is very much a requirement. A lot of input should be there and a lot needs to be followed in the scientific method. We are now assessed at the international level as not up to the standard to bring their ships to our shores. Colombo is catching all the ships to their shores, but we are losing on this count. Therefore, we have to improve our machinery and manpower in this regard.

As regards controlling pollution at the seashore, a lot needs to be done. A number of our ships is grounded and the ship salvage system is not properly made. Rags are being maintained for a number of years. I saw this with my own eyes in Goa. There is a lot of oil pollution which is not removed for a number of years. Even now it is there.

SHRI RAMESH CHENNITHALA: Even the people of Goa are complaining about it and they are saying that because of vested interest, that ship is still there.

SHRI E.M.S. SUDARSANA NATCHIAPPAN : One of the things which we can very often see in Chennai is the grounding of ships. That is not removed immediately and that becomes an exhibit and people are afraid to come to the shore. We would like you to focus on this point also, as also the pollution and damages to be given to the fishermen. People who are living on fishing by their poor investment are deprived of their rights as pollution is not removed by scientific method or by applying international norms. We are not following them. So, that should be done immediately.

Finally, I would like to stress on the Sethu Samudram Project which is a fancy of the people, specially the people of Tamil Nadu. Last year, only a poor allotment of Rs. 5 crore was made for the project preparation alone. NEERI has already taken up the investigation. It had taken up the investigation four years before. Now, it is again given to NEERI. I saw an article in which the hon. Minister has given a rosy picture. He is also having some fancy to create the Sethu Samudram Project in all perspectives. I am very happy that the hon. Minister is having an intention to create that Project in all perspectives. We are happy that the hon. Minister from Tamil Nadu, Shri Thirunavukkarasu is in charge of it. We expect much more from the Shipping Ministry. At least, a huge amount should be allotted in the coming budget and the Project should be initiated as it is and it should not remain on paper alone.

With these observations, I thank you very much.

SHRI A. BRAHMANAIAH (MACHILIPATNAM): Sir, I support this Bill.

A Committee was constituted under the Chairmanship of the Director-General of Shipping in February, 1991 to review the various provisions of the Merchant Shipping Act, 1958 and to suggest suitable amendments. It carried out its exercise and submitted its report in 1992.

The Committee under the chairmanship of the Secretary, Shipping had completed its review in January, 1999. The Committee also felt that some sections needed to be amended on fast track basis due to their importance, namely, Sections 21, 42, 45, 51, 89, 132, 138A, 369, 412, 414 and 436.

The Bill seeks to amend Sections 76, 87 and 95 which deal with seamen and other employees. Section 97 is also being amended to prevent malpractices by the seamen unions. We have too many laws but we find that they are not properly implemented. Sometimes, the law is used by the Director-General of Shipping or other Government agencies to harass the seamen. Therefore, there should have been more elaboration on why sections 76, 87, 95 and 97 are being amended. There should be details on how the Seamen Union is indulging in malpractices. It is known that the Survey Department harasses many vessel owners.

There is nothing in the law to inform about corruption and harassment. We have a vast coastline. Now we find that the number of Indian shipping vessels is gradually coming down. This is because of foreign shipping companies carry goods at a cheaper rate. We have to think of how to make the Indian shipping competitive so that we can earn foreign exchange.

The Government should not only amend the outdated laws but also find out why Indian shipping is not prospering. To a large extent, Indian bureaucracy is responsible.

The delays and old style of functioning has probably made it un-competitive to run ships with Indian flags.

Lastly, I do not know who is responsible for the Indian Ship Breaking Industry, which is unsafe to workers. The Government should take note that thousands of Indian workers are being exposed to ships which are carrying chemicals and other materials which are dangerous. Some attention of the Government is required to safeguard the interests of the workers.

With these few words I conclude.

श्री रामशेठ ठाकुर (कुलाबा) : मंत्री महोदय द्वारा प्रस्तुत मर्चेंट शिपिंग (एमेंडमेंट) बिल, 2002 को सपोर्ट करने के लिए मैं खड़ा हुआ हूं।

मैं मंत्री महोदय को भी धन्यवाद दूंगा कि उन्होंने बेरोजगारों के बारे में बहुत चिन्ता खुद ही जताई है। इस विधेयक में जो नाविक कर्मचारियों की भर्ती होनी है, उस भर्ती में नाविकों के हित के बारे में, उनकी रक्षा करने के लिए कुछ चीजें लाई गई हैं। एक तरफ शिपिंग कारपोरेशन ऑफ इंडिया जहां 5-6 सौ करोड़ रुपये तक प्रोफिट कमाता है, जे.एन पी.टी. जैसे हमारे पोर्ट्स हैं, वे भी प्रोफिट वाले पोर्ट्स हैं, उनके प्राइवेटाइजेशन की बात चल रही है। वहां बहुत सारे तरुण काम कर रहे हैं, वर्कर्स काम कर रहे हैं। मंत्री जी वर्कर्स की जो चिन्ता बता रहे हैं, वह चिन्ता सारे बिजनेस के बारे में होनी चाहिए। इसके प्राइवेटाइजेशन से बेकारी बढ़ने का चांस लगता है, उसके कारण हम वहां भी ध्यान देंगे, ऐसा मुझे लगता है।

मंत्री महोदय ने इस बिल में नाविकों के हित की रक्षा करने के लिए अच्छे कदम उठाये हैं और इण्टरनेशनल स्तर पर समानता लाने की बात आई है। यह अच्छी बात है कि किसी की भी कोई भर्ती करता है, एक्चुअली जिसकी भर्ती वहां होनी जरूरी है, जो क्वालीफाइड है, उसकी भर्ती नहीं होती है और किसी की भी भर्ती हो जाती है, इसलिए क्वालीफाइड लोगों की वहां भर्ती होनी चाहिए। मैं मंत्री महोदय से एक विनती करूंगा कि अपने चाणक्य करके ट्रेनिंग स्कूल जैसे हैं, वहां भर्ती होते समय ही मछुआरों के बच्चों को ज्यादा प्रिफरेंस देना चाहिए, क्योंकि समुद्र से जन्म से हरदम उनका रिश्ता होता है, मछलियों का बिजनेस आजकल बन्द होता जा रहा है और बारिश में हम समुद्र में मछुआरों को नहीं जाने देने का नियम बना रहे हैं तो इन लोगों को ट्रेनिंग स्कूल में जो प्रशिक्षण दिया जाता है, उसके लिए ज्यादा प्रिफरेंस मिलना चाहिए, ताकि आगे जाकर हमारे युवकों को ज्यादा रोजगार मिले। हम जानते हैं कि इंडियन नाविकों का पूरी दुनिया में अच्छा नाम है कि ये बहुत अच्छी तरह से काम करते हैं, उनका बहुत अच्छा स्टैण्डर्ड है। जैसे जंगल में काम करने वाले आदिवासी बन्धुओं के बच्चे खेलकूद और निशानेबाजी में आगे जाते हैं, इसलिए मछुआरों को ज्यादा प्रतिनिधित्व मिलेगा, ऐसा मैं चाहता हूं, इसके लिए जो सारे नियम मंत्री जी बना रहे हैं।

इस विधेयक को मैं सपोर्ट करता हूं और इन्हीं शब्दों के साथ अपनी बात समाप्त करता हूं।

PROF. RASA SINGH RAWAT (AJMER): Mr. Chairman, Sir, through you, I would like to draw the attention of the hon. Minister towards two aspects. Firstly, I would like to know whether the Government is going to declare a National Shipping Policy or not. The second aspect is this. Nearly 87 per cent of the total world tonnage pay zero to two per cent tax, while in India the corporate tax is as much as thirty per cent. I would like to know whether the Government is thinking of lowering it.

SHRI ANADI SAHU (BERHAMPUR, ORISSA): Sir, this Bill will create a problem at a later stage. Under clause 4, powers for investigation have been given to the coast guards.

In the Coast Guard Act itself, it is there as an Armed Force of the Union. An Armed Force of the Union is not supposed to take up investigation. I am not going into the details.

Secondly, I would like to say that rule-making provisions have not been provided in this Bill. It will create problems.

My third point is that complaint cases will be taken up by the designated court. When the complaint case is being taken up by the designated court, there is no committal proceedings also. It will create problem. When we have so many provisions for taking up the case by the designated court, there must have been minimum punishment provided in the Bill. That has not been provided. The hon. Minister may elaborate on these things.

DR. V. SAROJA (RASIPURAM): Sir, with your permission, I would make one point.

I rise to support this Bill. I seek only one clarification. Clause 27 empowers the Central Government to frame rules to carry out the purpose of International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992. As the hon. Member has rightly pointed out, it has not been specifically mentioned about the rules that they are going to frame. In what way the oil pollution in the Goa Port can be taken care of by amending this rule?

MR. CHAIRMAN : Everybody has sought some clarifications. I have a request to the hon. Minister. It is regarding my constituency. There was a ferry service to be operated from Tuticorin to Sri Lanka. When are you going to operate it? The Minister of State of your Ministry has often said that it is to be operated soon.

DR. V. SAROJA : I would also like to know about the completion and the present stage of the Sethusamudram Project.

SHRI VED PRAKASH GOYAL: Sir, I am highly grateful to the hon. Members who have taken part in this debate on this important Bill. A fear has been expressed by Dr. Raghuvansh Prasad Singh. इसमें हिस्सा लेने वाले बहुत कम लोग होते हैं। सात माननीय सदस्यों ने नाम दिया था, लेकिन दस माननीय सदस्यों ने हिस्सा लिया है। मैं स्वागत करूंगा कि और अधिक सदस्य इसमें इंटरेस्ट लें। इससे हमें इसमें प्रगति करने का अधिक अवसर मिलेगा।

यहां पर माननीय सदस्यों ने अपनी बात को रखा और सभी ने इस बिल का स्वागत किया है। उसके लिए मैं उनका बड़ा आभारी हूं। जो सुझाव माननीय सदस्यों ने दिए हैं, वे यदि इसमें इन्कार्पोरेट नहीं हुए हैं, तो उन पर विचार किया जाएगा। माननीय सदस्यों द्वारा कुछ स्पेसिफिक विाय उठाए गए हैं, मैं उनके बारे में कुछ कहकर अपनी बात समाप्त करूंगा। श्री रमेश चेन्निथल्ला जी ने लेजिस्लेटिव पावर की बात कही, तो मैं कहना चाहता हूं कि लेजिस्लेटिव पावर के लिए ही यह बिल है।

The Bill is supposed to have legislative powers to implement the advantages that have been provided to us by the International Maritime Law. This Government saw the need of promoting shipping. It also saw the need to form a separate Ministry of Shipping. It is for the first time that a separate Ministry of Shipping, which is not carrying any other responsibility, has been given this charge. I am sure, many of you must have seen that this focus has already started helping this industry.

The concessions given in the last Budget to the shipping industry are more than to any other Ministry. I can assure you that the Government is very much alive to the responsibility to promote this neglected field, a field which needs constant investments. Unfortunately, those investments have not come. So, additional benefits have been given in the tax reforms to attract the investment. Most of the investments are going to be foreign for the amounts required are very large.

A point has been repeatedly made by several Members and it was made very reasonably. It is about the Vallarpadam project. Those of you who have met me even once would know that this Government has taken the Vallarpadam project as a project of prestige.

It is because we have realised that all our cargo that comes by large ships has no place to land in India and about 40 per cent time is added in taking it to Colombo and Singapore. So, we are committed to this project. It was mentioned that a tender has been floated. I agree that there was a tender, but there was only one offer and no final decision has been taken on that. When we studied the tender, we found that the tender itself needs some changes in the changed circumstances so that the revenue that comes to us is maximum. Earlier, the tender was based on the experience gained only in one port, Jawaharlal Nehru Port at Nhava Sheva. Later we gained some experience from the Chennai terminal which is also with P & O Ports now. Then, we privatised terminsls in Tuticorin and Visakhapatnam ports. So, the whole experience taken together has helped us to prepare a better tender. The international advisors selected for this purpose, through the normal process, are very good and we are getting very good advice. The new tender will be ready and this will be out within a month. This time we are getting a better response as we expected. Kochi has been selected after a number of reports because Kochi is the nearest to the international sea route, only about eight nautical miles. So, this has already been selected and the work is in the final stage. We will issue new tenders very soon and we would welcome and encourage any new Indian companies bidding for that, jointly with some foreign companies.

Sir, a mention was also made about Kochi Shipyard. This point was also repeated by several hon. Members. Till today, Kochi Shipyard is our best shipyard. It is a profit-making shipyard. It has turned the corner and we are doing everything to flood it with orders. All the shipyards in the country suffer from lack of orders. So, they have no incentive to increase efficiency. We are talking with the Ministry of Petroleum and Natural Gas. They have large orders for platforms and we are working out a strategy so that all the shipyards in the country, including Mazagon Dock get their share of business and that will make each one of them healthy.

As regards nationalisation, if you remember, Scindia Shipyard was one of the private yards which was taken over. It has never made a profit. We have studied the reasons for it in detail. We are also trying to find technical and managerial assistance from other countries and we are hopeful because we have got some response now. None of them is short on equipment. They have got all the modern equipment with them and that is not their problem. They have enough authority and enough funds to buy new equipment.

Sir, there was also a mention about dredging of deep sea ports. There was a repeated mention that a lot of money is being spent on it, but the results have not come. We have found that dredging, for a long time, was being treated as a very simple activity. We did some technical studies on that. We found that vessels only float on water and they do not cut the obstruction. So, we have now to take up the most difficult project at Kolkata where all the foreign companies have also raised their hands and nobody is ready to commit the depth. All the money has been spent on the volume of silt removal, but that did not take us anywhere. Therefore, we have taken up detailed studies by our own Indian agencies which are very well equipped and now we are hopeful that our own organisation, the Dredging Corporation of India will successfully do it. I am sure about our own capabilities.

Shri Varkala Radhakrishnan said that he was an aggrieved party. I do not know what he is aggrieved about. The assurance to look into the matter has been fulfilled because I am taking action on the assurance.

About the tender of P&O, I have already responded.

Provident Fund is another matter which disturbs many hon. Members. It disturbs me also . As soon as the fraud came to our notice, the first action was to remove the person who was responsible. That was the first administrative action without any delay and without even going into the details. Immediately an inquiry has been given to the CBI. They are working on it.

I can assure you that there will be no interference from our side on the working of the CBI. There is no intention at all to protect anybody. We want to go to the bottom. At the same time, we do not think that the management of Provident Fund should, in future, remain under a Government agency. We are considering that matter and discussing it with the people. There should either be a society or some other agency. But the Government Department need not maintain the Fund. The Provident Funds are always contributory. So, be rest assured that final action is being taken.

About foreign ships not employing workers, there is some misplaced information. All foreign ships are happy with our officers and our seamen. They want more of them. Therefore, we have widened the scope of training. Now, it is not only in the *Chanakya,* but many other places have also been opened in the country. Many schools have been allowed. Now, we are going to have a maritime university of international level at Mumbai so that all this is regulated properly and the courses are designed on the basis of international standards, and the examinations are held. It will be possible to give Ph.D. and Post-Graduate Degrees by that Institute. An action has already been started. The Society has been formed.

रघुवंश प्रसाद जी ने कहा है कि बिहार में जो पानी के जहाज चलते हैं, वे समुद्र से बहुत दूर हैं। उनको नजदीक लाने के लिए और उनको सागर से जोड़ने की दृटि से इन्लैंड वाटर ट्रांसपोर्ट कार्पोरेशन को इस मंत्रालय के अधीन लिया गया है। आपको शायद मालूम होगा कि पिछले महीने दो जगहों - पटना और गुवाहाटी - पर 25-30 करोड़ रुपए के बड़े-बड़े टर्मिनल कार्य का उद्घाटन किया गया है। वहां काम शुरु हो गया है। डेढ़ साल के अन्दर माडर्न अपटूडेट रिवर ट्रांसपोर्ट टर्मिनल्स बन रहे हैं। इसके अलावा कई नए रूट्स भी खोलने पर विचार हो रहा है, लेकिने जो पहले के रूट्स हैं, उनको सफल बनाया जाएगा, फिर उसके बाद ही नए रूट्स को लिया जाएगा। एक स्टडी हो रही है। हम तो वैश्विक प्रतिस्पर्धा में घुस रहे हैं, इसलिए हमारे रेट्स जहां पर भी ज्यादा है, उनको कम करेंगे। कम करने पर शिकायत नहीं होनी चाहिए, रेट्स बढ़ें तो शिकायत होनी चाहिए। हमने सारे देश में पोर्ट्स में खर्चा कम करने का बोल्ड स्टैप लिया है। एक साल के अन्दर दस प्रतिशत खर्चा कम करें। हम सहायता कर रहे हैं, ट्रेनिंग दे रहे हैं, ताकि हमारा कोई इक्विपमेंट नहीं रुके। यह 24 घन्टे चलने वाली व्यवस्था है और उसके अनुरूप ही ट्रेनिंग दी जा रही है।

Shri Suddarsana Natchiappan has mentioned about our obligations. We are doing that. The only thing I am trying to mention is that the coastal shipping comes under the purview of the State Maritime Boards. The only State whose Maritime Board is most active is Gujarat. That is because there is businesslike approach, not going into a long system or long winding process. That is why they are the only people who are most successful in coastal shipping.

In the same context, we have taken up *Sethu Samudram*. An hon. Member has raised it. You might like to know that *Sethu Samudram* is a project of the nineteenth century. It is not a new project. It came into existence in 1886 or something like that. The Navy had mooted it. When the Prime Minister announced in Chennai on the Marina Beech that we shall open this, from that time onwards, we have taken it up very earnestly.

Our own Indian agencies are doing these studies and I think, you will see the report. It is only after that you will see them operative and boats plying.

Oil pollution removal is provided in this Bill and all steps will be taken so that nobody can leave his oil here and go away.

Shri Brahmanaiah has recollected the history of the Bill that I presented before you and I am happy that he has also quoted it. He has also mentioned a new angle about ship breaking industry that has gone down. It is mostly going to China. Seafarers are mostly coming from China. They are ready to work on any wages. We have retained our standards. We are also going to a large number of seafarers that are available. Even if we have to compromise a little, we will ask for their services. After all, a seafarer takes 12,500 dollars. Nowhere in the country, even in skilled jobs, anyone can get this much. I am ready that even if he works at half the wages we will call them and we can ward off the threat of China. That is the line on which we are discussing with them.

चाणक्य में रामसेठ ठाकुर जी ने कहा है मछवारे बच्चों को ट्रेनिंग देने के लिए, उनके लिए सी एकदम प्राकृतिक, नेचुरल है। हम जरूर इसे प्रेफरेंस देंगे। First among equals, उस रूप में उन्हें एडमिशन दिया जाएगा। इस तरह के बहुत से स्कूल बनाए जा रहे हैं ताकि केवल कोस्टल ऐरिया में ही नहीं, बल्कि देश के हिंटर लैंड में भी जगह-जगर पर इस तरह की ट्रेनिंग दी जा सके। मैट्रिक के बाद तीन-चार महीने की ट्रेनिंग है, यह बहुत जगह दी जा सकती है। नेशनल शिपिंग पालिसी की रिकवेस्ट की है, प्रो. रावत जी ने कहा है, यह बन रही है और जल्दी आएगी। साहू जी ने पूछा है, उन्होंने पुलिस बैकग्राउंड के हिसाब से कहा है कि आप लॉज़ बना रहे हैं, लेकिन इम्प्लीमेंट कैसे होंगे। उसे इम्प्लीमेंट करेंगे और जहां न कर पाएं, उसके लिए पुलिस है, वे पकड़े। सरोजा जी ने कोस्टल शिपिंग का जिक्र किया है और अंत में चेयरमैन साहब ने टूटीकोरीन के बारे में पूछा है। मैंने बताया है कि टूटीकोरीन से जो पूर्वी तट है और टूटीकोरीन से श्रीलंका की सर्विसेस बहुत जल्दी शुरू होने वाली है। श्रीलंका की डिमांड है और ये सारी कठिनाईयां दूर हो गई हैं, प्राईवेट पार्टियां आ गई हैं। आप देखेंगे कि जल्दी ही श्रीलंका के साथ रेगुलर सर्विस शुरू हो जाएगी।

महोदय, मैं समझता हूं कि मैंने सब प्रश्नों का संक्षेप में और टू द प्वाइंट उत्तर दे दिया है। मैं आप सब का आभारी हूं कि चारों तरफ से बिल को समर्थन मिला है। मैं सदन से अनुरोध करता हूं कि बिल को पास कर दिया जाए।

MR. CHAIRMAN : The question is:

> "That the Bill further to amend the Merchant Shipping Act, 1958, and the Major Port Trusts Act, 1963, as passed by Rajya Sabha, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: The House shall nowtake up clause by clause consideration of the Bill.

The question is:

"That clauses 2 to 28 stand part of the Bill."

The motion was adopted.

Clauses 2 to 28 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

SHRI VED PRAKASH GOYAL: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

18.50 hrs

The Lok Sabha then adjourned till Eleven of the Clock

on Wednesday December 4, 2002/Agrahayana 13, 1924 (Saka).